

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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Installations in the Cerna nad Tisou Transshipment Station

1. The transshipment station for freight between the USSR and Czechoslovakia is situated on the main double-track line between Kosice and Chop (Cep), close to the new railroad station at Cerna (Cierna) nad Tisou. Cerna nad Tisou is located between two small railroad stations, Cerna-Vyhrevna and Cerna pri Cope. The Kralovsky Chlumec-Chop highway runs to the north of the tracks.
2. Construction of the transshipment station at Cerna nad Tisou began in 1946, when the second track of the main Kosice-Chop line was laid. Construction of a new wide-gauge track of the Soviet type started in 1951 to the north of the old tracks. The new broad-gauge single track from the USSR reaches to Kralovsky Chlumec. The first two transshipment platforms were built north of Cerna nad Tisou and are still in use. The old Cerna-Vyhrevna railroad stop was also expanded and a railroad locomotive assembly hall was built.
3. The new building of the locomotive assembly hall is north of the Cerna-Vyhrevna stop. It is a reinforced concrete structure with a glass top and is 40 by 60 meters in size. Its eastern and western sides are open. In this hall, new locomotives produced by the V.I. Lenin Works in Pilsen are adapted to the Soviet wide-gauge track. The Lenin Works export locomotives to the USSR both for passenger and freight trains, as well as passenger and freight cars. The engines are lifted by means of two cranes onto axles of the Soviet type--also made in Pilsen-- in this assembly hall. Railroad cars are adapted in the same way here.
4. South of the Cerna-Vyhrevna railroad stop are an infirmary, a four-story brick house and one-story wooden billets for Czechoslovak technical personnel from the V.I. Lenin Works, including machinists, mechanics and skilled railway workers.
5. East of the infirmary and billets and beyond the highway is a new area where blocks of apartments are under construction (No. 5 on the annexed sketch).

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6. North of the main track and east of the assembly hall there is a coal station, where locomotives are coaled by means of electric elevators at the rate of eight minutes per locomotive. The coaling station is a metal structure.
7. Beyond the assembly hall and the coal station there is a water reservoir about 15 meters deep. The earth removed here was used in the construction of the blocks of apartments mentioned in paragraph 5. Next to the water reservoir there is a transformer which supplies current to the assembly hall, and northeast of the transformer there is another water reservoir which is supported on metal poles. Water is pumped from the Latorica River, some four kilometers to the northeast, through underground pipes.
8. Some 600 meters northeast of the second reservoir there are two transshipment platforms built of reinforced concrete, with concrete roofs supported by pillars. From the front, these platforms have the appearance of the letter Y. Each platform is about 200 meters long and 15 meters wide. A wide-gauge track runs along the outer sides of them. Goods proceeding from Czechoslovakia to the USSR are seldom reloaded on Czech territory because the normal-gauge rails run all the way to Chop. Only materials which have to be weighed are reloaded here. Since the transshipment platforms are busy night and day, they are illuminated. Power shovels, transporting machines, electric-driven cranes and carriers, as well as special machines for loading grain--so-called "fukare" (blowers)--are employed. The rails are slightly raised northwest of the platforms in order to make shunting to the platforms easier.
9. West of the transshipment platforms, at the wide-gauge rail, is a hand-operated central switching point and the post of an announcer who gives instructions to the Russian locomotive engineers by means of two loud-speakers. Below is a weighing machine made of concrete, which belongs to the Soviets.
10. In the northern part of the station there is a two-story brick building (No. 17 on the sketch) with emergency generators driven by diesel engines. These are to be used only if the current supplied by the main Kosice power plant should be cut off.
11. Two transshipment platforms were built at the Cerna pri Cope station and another one is under construction at Dobra, close to the wide-gauge rail. The platforms at Cerna pri Cope are 200 by 15 meters in size, but this transshipment station is seldom used.
12. The main gate to the area is on the road from the village of Botany. On the west side of the gate is the building of the People's Militia guards, who are armed and who check the special plant identity cards of the workers.
13. On the north side of the main tracks of the Kosice-Chop line, opposite the Cerna nad Tisou station, there is a control tower, a modern concrete three-story building equipped with electric signals and loudspeakers by which instructions are passed on to Czech locomotive engineers and railroad workers.
14. Below the Cerna nad Tisou station, there are two new four-story houses. One of them is the hospital for employees of the transshipment station, and part of it has been converted into dwellings for the workers' families. The house is 80 by 25 meters in size.
15. On the ground floor of the other house is the pharmacy; the remainder of the house consists of billets for employees' families. In the same row, there are two three-story houses, one the works canteen, the other a shopping center for employees and their families. These buildings are 60 by 30 meters in size.

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16. The area of the transshipment center is triangular in shape, with a fence surmounted by barbed wire surrounding it. Around the area there are several People's Militia sentry boxes; the guards in them are armed with pistols and sub-machine guns. SNB personnel accompanied by police dogs also patrol the site occasionally. The nearest SNB station is in the railroad station building at Cerna nad Tisou.
17. The last station in Czechoslovakia where civilians may leave the train without being checked is Biel. Passengers are not allowed to go to Cerna nad Tisou.
18. All Czechoslovak deliveries to the USSR must pass through Cerna nad Tisou, but not all are reloaded at this station because the normal-gauge rails run on into Soviet territory, in Carpatho-Ukraine, a former Czechoslovak province.

Shipments from Czechoslovakia to the USSR

19. The following are among the goods exported to the USSR through Cerna nad Tisou:
  - a. Railroad locomotives, freight cars and passenger railroad cars produced at the V.I. Lenin Works at Pilsen. Approximately four complete trains leave for the USSR every week.
  - b. Shipments of ore have been passing through Cerna nad Tisou regularly for several years. The ore is packed in cases and is very heavy; it consists of crystals of a shiny gray color.
  - c. Electric motors, dynamos, equipment for power plants, steam turbines and machine tools. Water pipe of various sizes--from pipe 50 cm. in diameter down to the very smallest sizes--is transported on special long cars.
  - d. In summer 1951, a number of single-engine aircraft of unknown type arrived at the station. The aircraft had no numbers or markings and were on heavy cars of 60 ton capacity. The train stopped overnight at the station and was guarded by SNB personnel.
20. Shipments often passed through Cerna nad Tisou at night. The goods were packed in cases or were covered and consequently the personnel at the station were unable to tell what was being shipped.

Shipments from the USSR to Czechoslovakia

21. The following are among the goods shipped from the USSR to Czechoslovakia:
  - a. Iron ore, either red or black. The black ore is granular. Iron ore shipments are very frequent. Lead ore is also sometimes shipped. These shipments cannot always be reloaded at once and the ore is sometimes left on sidings for days.
  - b. Shipments of grain are most frequent--chiefly consisting of wheat from the Ukraine.
  - c. Agricultural machinery, including combines and Stalinec tractors.
  - d. Agricultural produce, including beans, sunflower seeds, butter, wool, cotton; salt from the Ukraine is also shipped.
  - e. At one time in 1951, nothing but armaments shipments were coming from the USSR. All work was in the hands of military personnel, while civilian workers were sent to other places to work. The deliveries at that time consisted of heavy Soviet tanks, some with muzzle brakes and some without, as well as heavy field guns. The Czechoslovak military personnel went to Chop to take over the shipments.

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Labor Force and Working Conditions

22. Altogether, some 13,000 workers of various nationalities--Czechs, Slovaks and Hungarians--are employed at Cerna nad Tisou. The Czechs are employed only as skilled workers--mechanics, machinists, locomotive engineers and officials in charge of trains. The majority of the common laborers are Hungarian. No Russian workers were observed. Women employed at the station were nurses or secretaries. Only a few women do such labor as loading produce and butter.
23. Casualties at Cerna nad Tisou are very frequent. Several workers have been crushed to death by trains being shunted. This was especially frequent before the loudspeaker system was installed.

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Legend:

1. Cerna-Vyhrevna railway stop.
2. Railway locomotive assembly hall.
3. Infirmary.
4. Billets of Czech technical personnel.
5. New building site.
6. Old railway station, Biel.
7. Railroad stop, Dobra.
8. Water reservoir.
9. Transformer.
10. Coaling station.
11. Russian weighing machine.
12. Russian central switching point (hand-operated) and post of the announcer (loudspeakers).
13. Water reservoir.
14. Transformer.
15. Transshipment platforms.
16. same as 15.
17. Power plant.
18. Railroad station, Cerna nad Tisou.
19. Hospital and dwellings.
20. House with pharmacy and dwellings.
21. Works canteen.
22. Shopping center.
23. Electric control towers on the Czech side and loudspeaker.
24. Railroad station, Cerna pri Cope.
25. New transshipment station (seldom used).
26. Controls building (Militia).
27. Main gate.
28. Main railroad track, Kosice-Chop.
29. New Russian wide-gauge track, Chop (USSR)-Kraluv Chlumec.
30. Path, Backa-Biel.
31. Asphalt highway, Kralovsky Chlumec-Chop (USSR).
32. Fence surrounding the site.
33. Underground water pipes.
34. Gravel road from village of Botary.
35. Botary settlement called "Kolonie".
36. Family houses under construction.
37. Paved highway from the village of Biel joining the Kralovsky Chlumec-Chop (USSR) highway.
38. Biel village.
39. Cerna village.
40. Railroad station, Kraluv Chlumec..
41. Kraluv Chlumec..
42. Village of Perbenik.
43. New transshipment platform on the wide-gauge rail, still under construction.
44. New auxiliary switching track for reversing Czech railway engines.
45. High-tension power line from Kosice.
46. Local power line.

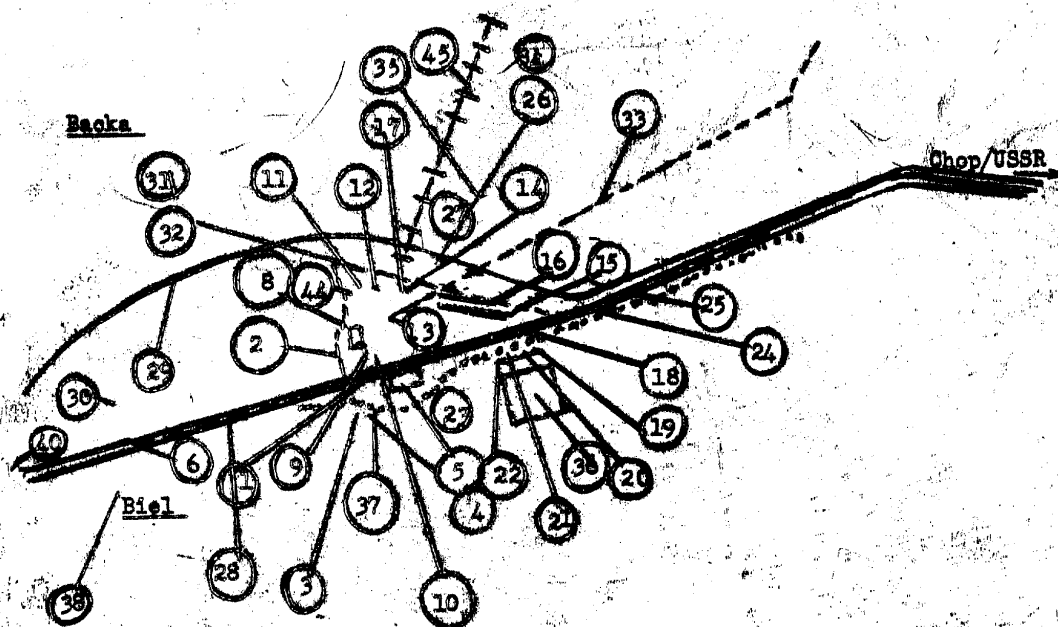
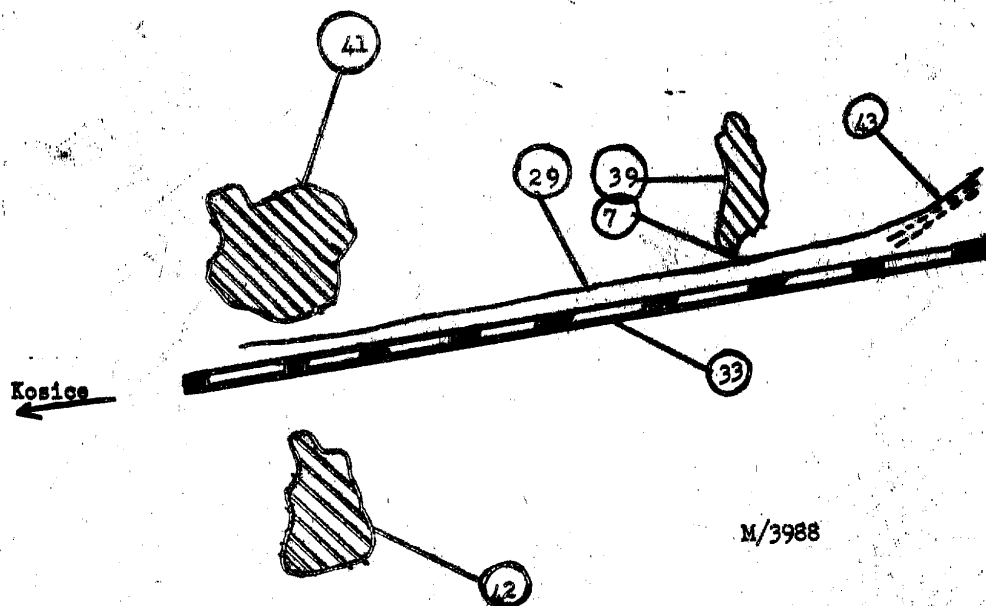
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Sketches of Transshipment Station at Cerna nad Tisou



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